

0600Z 16 NOV 65

TOP SECRET

DIRECTOR

[REDACTED]

IMMEDIATE

TOR: 0636Z 16 NOV 65

OSA 1-207

IN-71923

IDEALIST LOGS MAINT

25X1A

NO NIGHT ACTION

REF:

FROM

1. AS PART OF 352 ACCDT INVESTIGATION WE REMOVED THE ALTIMETER FROM ART 384 TO CHECK FOR CONDENSATION MOISTURE WITHIN THE INSTRUMENT. A REPLACEMENT ALTIMETER WAS DRAWN FROM SUPPLY. THE ISSUE ITEM WAS PROPERLY PACKED IN A VACUUM SEALED CAN (MOISTURE INDICATOR SHOWED SATISFACTORY). CALIBRATION AND STORAGE DATES WERE CURRENT. THIS INSTRUMENT WAS INSTALLED IN ART 384 ON 10 NOVEMBER. REQUIRED MAINTENANCE CHECKS WERE PERFORMED. ART 384 FLEW A LOW FLIGHT OF 1:50 ON THE MORNING OF 15 NOV. AND A 2 HOUR HIGH THAT AFTERNOON. ONE HOUR AFTER TAKE OFF ON HIGH MISSION AT BASE PLUS 20 THE UPPER HALF OF THE ALTIMETER COVER GLASS FOGGED WITH CONDENSED MOISTURE INSIDE THE COVER GLASS. COCKPIT TEMP WAS SET ON THE COOL SIDE OF ROOM TEMP.

25X1A

[ ] (IN 71923)

T O P S E C R E T

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2. I NOTE IN TRAFFIC FROM [ ] THAT THEY ARE EXPERIENCING 25X1A  
FOGGING OF SOME INSTRUMENTS ON CLIMB AND DESCENT (AIR SPEED 25X1A  
INDICATOR ONLY ONE IN PITOT STATIC SYSTEM). REF [ ] 3494

3. THESE TWO INSTANCES BRING UP AN IMPORTANT QUESTION: HOW  
MUCH, IF ANY, CONDENSATION INSIDE INSTRUMENT COVER GLASSES IF  
ALLOWABLE FOR PITOT/STATIC INSTRUMENTS? MY RECOMMENDATION WOULD  
BE TO REMOVE AND REPLACE ANY AFFECTED PITOT/STATIC INSTRUMENT BEFORE  
NEXT FLIGHT (AIRSPEED RATE OF CLIMB, ALTIMETER). CONDENSATION  
WITHIN OTHER INSTRUMENTS IS PROBABLY OF  
LITTLE CONSEQUENCE BUT REQUIRES THE STATEMENT OF A POLICY IN  
APPROPRIATE MANUALS.

25X1A

4. FOR [ ] FIELD UNITS REQUIRE A COORDINATED POSITION RE  
CONDENSATION IN PITOT/STATIC INSTRUMENTS ASAP. PRESENT TECH DATA IS  
INADEQUATE.

END OF MESSAGE